

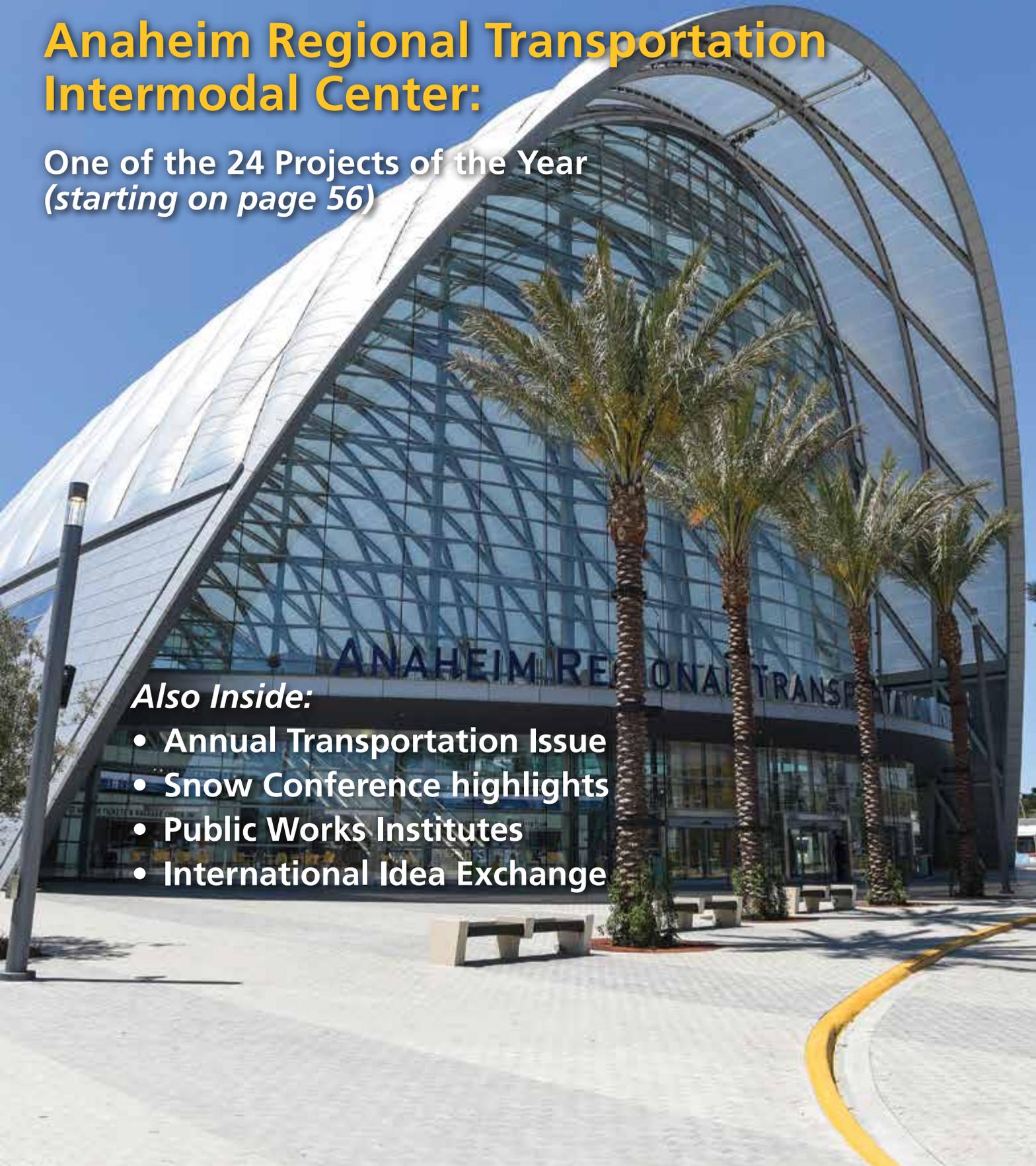
APWA REPORTER

Anaheim Regional Transportation Intermodal Center:

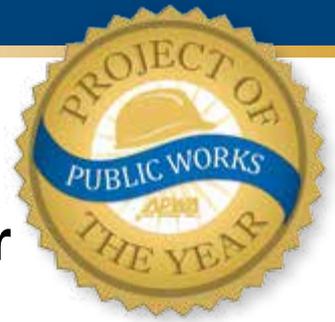
One of the 24 Projects of the Year
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APWA announces the 2015 Public Works Projects of the Year



Each year, APWA presents the Public Works Projects of the Year awards to promote excellence in the management and administration of public works projects, recognizing the alliance between the managing agency, the contractor, the consultant, and their cooperative achievements. This year's award winners will be recognized during APWA's International Public Works Congress & Exposition, which takes place August 30-September 2 in Phoenix, Arizona.

The 2015 Public Works Projects of the Year Awards Committee consists of Co-Chair Eric D. Cowles, Civil Engineer II, City of Ames, Iowa; Co-Chair Matthew Fisher, P.Eng., Project Engineer, CIMA+, Vaughan, Ontario; Co-Chair James J. Proce, MBA, Assistant City Manager, City of Rowlett, Texas; Shah Nawaz Ahmad, P.E., President, SA Associates, Arcadia, California; Caroline E. Barlow, P.E., Civil Engineer Associate, Murray Smith & Associates Inc., Everett, Washington; Lauren J. Behm, Airport and Ferry Analyst, Pierce County Public Works & Utilities, Tacoma, Washington; Amy L. Foster, CMS4S, CESSWI, Stormwater Coordinator, City of Coralville, Iowa; Martin M. Gugel, P.E., PTOE, Traffic Engineer - Operations, City of Springfield, Missouri; Patricia A. Hilderbrand, MPA, P.E., Division Manager, Coordination Services, City of Kansas City, Missouri; Douglas E. Layton, P.E., Engineering Manager, City of Atlantic Beach, Florida; Stephen A. Orosz, P.E., Program Development Manager, City of Prescott, Arizona;

Paul Andrew Parker, EIT, Assistant Public Works Director, City of Dalton, Georgia; and Bill E. Stogsdill, Jr., Director of Public Works, City of Fairway, Kansas.

The winners of the 2015 Public Works Projects of the Year Award are:

Disaster or Emergency Construction/Repair

<\$5 million: Kelley Stand Road

\$25 million-\$75 million: SR 530 Landslide Emergency Response and Repair

Environment

<\$5 million: La Jolla Ecological Reserve Low Flow Diversion Project

\$5 million-\$25 million: Port of Olympia Stormwater Treatment System

\$25 million-\$75 million: Cascades Park

>\$75 million: Bay Division Pipeline Reliability Upgrade - Bay Tunnel Project

Historical Restoration/Preservation

<\$5 million: Balch Gulch Bridge at NW Thurman Street Rehabilitation

\$5 million-\$25 million: Avenida Menendez Seawall

Structures

<\$5 million: Julian Wash Linear Park

\$5 million-\$25 million: Eloise T. Leveritt Public Works Building

\$25 million-\$75 million: Pierce County Sewer and Traffic Operations Facility

>\$75 million: Anaheim Regional Transportation Intermodal Center

>\$75 million: Target Field Station

Transportation

<\$5 million: SW 9th Street at Innovation Square

\$5 million-\$25 million: Bagby Street Reconstruction

\$5 million-\$25 million: Houghton Road, Irvington Road to Valencia Road

\$25 million-\$75 million: Mercer Corridor Improvements Project

>\$75 million: San Francisco-Oakland Bay Bridge New East Span

Small Cities/Rural Communities Projects of the Year:

Disaster/Emergency: San Ramon Canyon Storm Drain Project

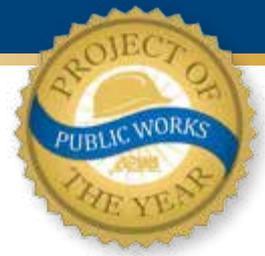
Environment: Stevens Creek Corridor Park & Restoration Phase 2

Historical Restoration/Preservation: Rehabilitation of the Bath Village Covered Bridge

Structures: Bridge District Water Storage Facility and Park Project

Structures: Pajaro Neighborhood Park

Transportation: Fairchild Overpass Improvement



PROJECT OF THE YEAR: TRANSPORTATION \$5 MILLION BUT LESS THAN \$25 MILLION

Houghton Road, Irvington Road to Valencia Road

Managing Agencies: City of Tucson, Arizona, Department of Transportation

Primary Contractor: Hunter Contracting Co.

Primary Consultant: Psomas

Nominated By: Arizona Chapter

The Houghton Road, Irvington Road to Valencia Road project consisted of widening three miles of Houghton Road from a two-lane roadway to a six-lane divided, multi-modal scenic parkway. Coordination with the public, a Citizens Design Review Committee (CDRC), businesses, stakeholders and elected officials started at the Design Concept Report (DCR) stage and continued through final design and construction. Important project elements included native landscaping and water harvesting, wildlife compatible crossings, upgraded traffic signals, bike lanes, and a multi-use path. Significant right-of-way acquisitions were required from the Arizona State Land Department and a few private property owners, but no resident/business relocations. The project also included identification of conflicts with a 24-inch water line, a 12-inch gas line, and electric transmission lines, drainage analysis and coordination with development projects.

Extensive access management measures were implemented in order to maintain mobility along this roadway. The project included a solar-powered emergency fire signal and five traffic signals. Two signals (at Drexel Road and Poorman Road) were designed with Florida T signal (or Continuous Green T) configurations to allow southbound traffic to flow without having to stop. The project also provided multiple improvements for alternative modes

including 12 bus pullouts, and a paved, landscaped multi-use path along the east side of the road. Extra wide access ramps and a special bike-friendly treatment to accommodate pedestrians and bicyclists were included for all the crosswalks along the path to allow bicyclists to cross the side streets without having to walk their bikes.

New multi-cell arch structures over three large washes, including Atterbury Wash, were included to provide all-weather access, and water harvesting was also incorporated along the entire project.

Houghton Road by the numbers: 250,000 cubic yards of borrow; 65,000 tons of asphalt; 10,200 linear feet of 18- to 72-inch storm drain; 15,300 linear feet of water lines; 4,500 cubic yards of structural concrete; five

signalized intersections; and 40 acres of landscaped area.

Some of the technological innovations used in the project to improve efficiency included use of digital surface models to guide GPS-equipped grading equipment; development of 3D models to evaluate conflicts and required phasing for installation of underground utilities; use of tablets (iPads) in the field to georeference electronic copies of the plans within Google Earth; and unique Florida T intersections to provide continuous traffic flow for southbound traffic (there are only two other such intersections in the Tucson area and very few in the state—these have been very well received by the public as access is provided to the side streets while maximizing mobility for commuter traffic on Houghton Road).

